

Entertainments.

TO-NIGHT! TO-NIGHT!

AT WEST POINT, 9 P.M.

On the Tidal Wave of Success! A complete Triumph! We have kept all promises made, and more startling surprises have yet to come.

HARMSTON & SONS'

GRAND CIRCUS,



HIPPODROME and MENAGERIE

TO-NIGHT! TO-NIGHT!!

OUR NEW PROGRAMME.

THE FAMOUS FEELY'S

IN NEW ACTS.

LITTLE AMELIA and JOHNNY.

The Child Wonders—Graceful and Pretty.

THE GRAND VAULTING,

during which Dan Souley and Gilberto,

the accomplished Acrobats, will perform

DOUBLE SOMERSAULTS.

GRAND SPECIAL BILL,

THIS EVENING, at 9 p.m.

PRICES of ADMISSION:

Box of 6 Chairs \$12.00

Single Seat in Box 2.00

Dress Circle Chairs 1.50

Stalls (Carpeted Seats) 0.50

Gallery (for Chinese only) 0.10

Box Plan on view at KELLY & WATSON,

where seats can be booked.

Hongkong, December 17, 1892. 2217

HONGKONG SMOKING CONCERT

CLOUB.

THE Next CONCERT will be held

TO-NIGHT, 17th December, at 9.15

p.m., in the Theatre Royal—Dr. P. B. O.

AYRES in the Chair.

TICKETS of Membership have been posted

to all Members who have Paid their Sub-

scription.

VISIONS' TICKETS may be had from the

Committee or at the Door. Special attention

of Members is called to the Rules

of the Association.

J. A. L.

Hon. Secretary.

Hongkong, December 17, 1892. 2207

WONDERFUL PANORAMA,

consisting of

100 ILLUMINATED SKETCHES

OF THE GREATEST WARS OF

THE WORLD.

THE SCIENCES OF THE LATE TERRIBLE

EARTHQUAKE IN JAPAN,

etc., etc., etc.

Will be OPENED from the 17th Inst.

at 11 a.m. to 11 p.m. DAILY on the

GROUND FLOOR, NO. 2, QUEEN'S ROAD

CENTRAL, at the Entrance DUDDELL STREET.

PRICES of ADMISSION:

Adults 30 Cents.

Children under 10 years of age 10

Soldiers and Sailors in Uniform 20

A. NAPOLI,

Proprietor.

Hongkong, December 14, 1892. 2201

BY REQUEST.

THE ASSAULT-A-T-ARMS

AND

SPECTACULAR EXHIBITION,

AT

THE THEATRE ROYAL,

CITY HALL

Under the Auspices of

THE VICTORIA RECREATION CLUB

THE 1st BATT. SHROPSHIRE

LIGHT INFANTRY

WILL BE REPEATED

WITH CHANGE OF PROGRAMME,

MONDAY, 19th December, 1892.

Doors open at 8 p.m.

Commencing at 9 p.m. prompt.

PRICES of ADMISSION:

Dress Circle and Stalls 2.00

Box Seats 1.00

Soldiers and Sailors in Uniform 0.50

Box Plan at Messrs. KELLY & WATSON's.

Tickets can also be obtained from Staff

Sgt. TENNANT, Instructor to the Club,

and from the Committees.

Lats Trans.

Refreshments.

Hongkong, December 15, 1892. 2208

THEATRE ROYAL,

CITY HALL

THE SONS OF NEPTUNE,

100 STRONG.

DUE IN THIS COLONY AT

CHRISTMAS.

DATES OF PERFORMANCES

will be advertised shortly.

Hongkong, December 16, 1892. 2215

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNERS.

S.S. PEMBROKESHIRE,

FROM HAMBURG, ANTWERP,

LONDON AND STRAITS.

CONSIGNERS of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWNS CO., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. Today.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Under-signor on or before the 20th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILLY & CO.,

Agents.

Hongkong, December 13, 1892. 2184

Notices to Consignees.

STEAMSHIP MELBOURNE,

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNERS.

CONSIGNERS of Cargo from London

or S.S. Guadalupe and Tyre, and

from Bordouex ex S.S. Pt. Leroy Lallier,

in connection with the above Steamer,

are hereby informed that their Goods—

with the exception of Opium, Treasure and

Valuables—are being landed and stored at

their risk at the HONGKONG & KOWLOON

WHARF & GODOWN COMPANY's Godowns,

at Kowloon, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded, unless

instructions are received from the Consigners

before 5 p.m. To-SATURDAY (Friday), the 16th

Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Under-signor.

Goods remaining undelivered after FRIDAY,

the 23rd Instant, at Noon, will be

subject to rent, and landing charges.

All Claims must be sent in to me or

before FRIDAY, the 23rd Instant, or they will not be recognized.

All Damaged Packages will be examined

on FRIDAY, the 23rd Instant, at 3 p.m.

No Fire Insurance has been effected.

G. de CHAMPAUN.

Agent.

Hongkong, December 16, 1892. 2219

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND

NAOSAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship

Narbury,

Captain H. ENGERHART,

will be

dispatched for the above

Ports on TUESDAY, the 20th Instant, at

Daylight.

Freight or Passage, apply to

DOUGLAS LARPIAK & CO.,

General Managers.

Hongkong, December 17, 1892. 2224

To-day's Advertisements.

A GENT WANTED for the Sale, in

CHINA and JAPAN, of WINDOW

GLASS. Address:

JULES BANTHIRE,

CHALMERS, BLOOM.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY & FOOCHOW,

The Co.'s Steamship

Haitan,

Capt. GODDARD,

will be

dispatched for the above

Ports on TUESDAY, the 20th Instant, at

Daylight.

Freight or Passage, apply to

DOUGLAS LARPIAK & CO.,

General Managers.

Hongkong, December 17, 1892. 2224

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND

NAOSAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship

Narbury,

Captain H. ENGERHART,

will be

dispatched for the above Ports on

or about FRIDAY, the 23rd Instant.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, December 17, 1892. 2223

On the night of 26th November a fire broke out in a large petroleum godown, or rather five godowns under one roof, situated in one of the outlying districts in the neighbourhood of Batavia. These were rented by European and Chinese importers for the storage of their oil. The stores were completely gutted, and at the time of the outbreak of the fire were said to contain 81,000 cases of petroleum, the whole of which was covered by insurance in Dutch, German and local Companies to the amount of 444,647 guilders. The origin of the fire had not been discovered when the mail left.

The afternoon Nataly's panorama was opened at 2 Queen's Road Central. The panorama consists of illuminated views of battle scenes from all the recent wars, in addition to other important though perhaps less bloody incidents in the making of modern history. Not the least interesting portion of the show is the collection of stereoscopic views of the principal towns in Europe and America, and in a few days Mr. Nataly hopes to be able to add his anatomical museum, which he has not had time to fit up in time for the opening of the Panorama. Mr. Nataly has been showing in Japan for over two years and has just arrived from Shanghai where he met with encouraging support. Should he meet with a like success here, he will give a complete change of views, which are really worth a visit.

The following appointments are gazetted:—Subadar Khan; Subadar Khan Ali Khan, from 20th Punjab Infantry, to be Subadar Major. The undermentioned officers to be Subadars:—Subadar Lal Khan, from 19th Punjab Infantry; Jemadar Firo Khan, from 13th Bengal Infantry; Jemadar Saff Ali Khan, from 4th Sikh Infantry. The undermentioned Havildars to be Jemadars:—Mirza Nadar Khan, from 33rd Punjab Infantry; Khadi Khan; Nawab Khan; Balch Ali Khan; Gulab Din. The undermentioned Jemadars to be Subadars:—Mirza Nadar Khan; Khadi Khan. The undermentioned Havildars to be Jemadars:—Faqir Muhammad; Khan Alam; Nur Khan, vice Mirza Nadar Khan; Akbar Shah, vice Khadi Khan. To be Jemadars on probation:—Ghulam Jilani Khan; Muhammad Abdulla; Sirdar Khan.

From lots of ground at Bowring, in respect of all of which the sanction of the Government has been obtained for the erection of kerosene godowns, were offered for sale in lots to-day by Mr. A. G. Gordon, auctioneer. We are obliged to say, at the risk of prejudicing the credit of the colony at a most inopportune juncture that no offer was obtained. We understand that the reserve price was \$50,000, and we may mention—a fact that may be useful to Mr. O'Brien in the next of his series of lectures to the Legislative Council—that \$60,000 was once offered for the same 'pieces or parcels of ground'; and this happened previous to the important discovery by Mr. O'Brien of the enormous possibilities of the kerosene trade and of the fact that the colony is now in a better and sounder position financially than it has ever been.

CORPORAL A. A. Baker, Deputy Assistant Adjutant-General at Portsmouth, has been appointed to the same post at Hongkong, in place of Lieutenant-Colonel Clayton, who has completed his term of service.

A FAZENZ paper announces that General Duthenot, of the Marine Infantry, is designated to replace General Reste in Tonkin, recalled, as it is reported, in consequence of his disagreement with M. de Lanessan, Governor-General of Indo-China.

TRANSAK news has reached London from Port of Spain, the capital of Trinidad. It seems that this island has for years been suffering from lack of water, and it now turns out that Port of Spain, its principal town, has been drinking liquid in which lepers have bathed. To add to this dread horror, whole districts are without water altogether, and all because the local authorities object to a small expenditure, as with a short distance of the town, which numbers 40,000 inhabitants, there is a natural reservoir between two valleys that could easily be tapped. This, however, would mean spending a few thousands, and the Home Government seem averse enough to leave the islanders to perish rather than spend a shilling. The distress in Trinidad is, judging from advice, awful.

It is now some years since we heard of a case of a man being nearly frozen to death by getting accidentally locked up in the refrigerating room on board one of the British steamers. Queen's Roads, and the British Line steamer *Lancaster* en route to Rangoon, a similar accident occurred, with fatal results. In this case, as in the previous one referred to, the occurrence took place in the Red Sea, but in the present case the man in charge of the refrigerator was frozen to death within four hours. The man, it is believed, entered the room for something or another, and the open doorway was closed by an unconscious passer-by, he was in the refrigerating room for four hours. When the door was eventually opened he was found quite stiff; resuscitators were tried but without avail. Madras Times.

Of all the unusual alterations that have ever been made in naval dress it is thought that the suppression of the 'bombeau' says a correspondent, is about the most unusual of any existing. The recognition about a year ago as naval uniform was an acknowledgment of a custom that the requirements of the climates of the East Indian and China Stations had made very general, and no possible reason is seen for the present retrograde step. Not only is a 'cumberbund', a protection against dangerous chills in a tropical climate, but, by enabling the wearer to dispense with a waistcoat, assists him much in keeping cool and comfortable. Its appearance, too, is certainly greatly in its favour, and as it is very commonly worn by military officers it does seem absurd for the Admiralty to dictate it.

The Shanghai Mercury's Choo-foo correspondent writing under the name of the 5th November says:—The American barque *Feijo* was lost on a shoal off from Newchow to Amoy. She stranded about 70 miles to the westward of Choo-foo. The captain, his wife, son and daughter were brought here by the *Feijo*, and will leave as soon as possible for their home. The wreck will be sold at public auction, found or not found. She is on a sandy beach. The *Escort* was an American barque of 906 tons register. She was a wooden ship, built at Newburyport, Mass., U.S.A., in 1870, and registered at Boston.

The *Revenue* cruiser *Feijo* is now engaged (says the *N.C. Daily News*) mooring a buoy near the wreck of the *Feijo*, which was sunk six months ago. The forecastle of the *Feijo* was cut away by a sea lion, and the main-mast has since been removed by a party of natives unknown.

Da Griffith John writes as follows to the *N.C. Daily News*:—The first note in the *Picture Gallery* has the following remark by the English editor:—The author of this pictorial work is probably Chou Han (周漢), an expectant Taoist, and a native of Szechuan in China. He is imperially honoured with the second rank, and wears a red button. He seems to be the leader in the present anti-Christian agitation. When the editor penned these lines, he could only guess at the authorship of this most abominable of all the Human publications. The guess, however, turned out to have been a happy hit, for we know now that the principal author is no other than the famous Chou Han. But Chou has had an associate in the production of all his pictorial works in the shape of a Buddhist priest. This priest, being an adept in the work of releasing souls from purgatory, is called Ning Chao (寧超), and is well-known to the people of Chongsha. His temple is called Fan-tsz-shing (報慈寺), and is situated in the Kueikueing (桂井) Street, within the walls of Chongsha. I have just learnt that Ning Chao, who draws and paints, is the head of the anti-Christian movement. All the cartoons in the *Picture Gallery* are the work of this priest. The letter press, however, is entirely Chou Han's work, and the red button mandarin who figures so largely in the cartoons, is intended to represent him. This item of information may be of some value to the future historian of the anti-Christian movement in China, so I send it on to you.

The vessel in which the Archduke Ferdinand of Austria is to perform the greater part of his voyage round the world is the iron cruiser *Kaiser Elisabeth*, a vessel of 4,000 tons, with a maximum speed of 19 knots. Among the officers in the Archduke is Tschumi, who visited the Court of Spain during his long voyage on board the *Feijo* 1887-1889. After visiting India the Archduke's first destination will be Java and Batavia, which he will leave about the middle of the month for Sydney. On the 9th June the vessel is expected to arrive at Bangkok, where a stay of ten days is planned. Hongkong and Canton are the next cities to be visited; then Shanghai, Yokohama, and Tokyo, where the Archduke will be the guest of the Mikado. At Tokyo the traveller will leave the man-of-war and continue his voyage to America.

The Tientsin correspondent of the *Shanghai Mercury* writes:—During my last visit to Tongku I was greatly surprised to find a pony and trap in attendance there, and on enquiry I found that there are really two of them attached to the station. It looked so home-like there, and really it would be so easy to make quite a home station of Tongku. The latter place does indeed seem likely to become a second *Amoy*, in due course of time. Steamers, before the close of the season, would run much less risk by going to Tongku only because they would be 'hopped up' to the river, when one or two of the upper reaches freeze over, while from Tongku they might readily slip out, comparatively speaking, into the sea in case the river should threaten to freeze. I before the Directors of the Kaiting Railway, especially since Mr. Pethick has joined them, are doing all they can to facilitate imports and exports to Tientsin, the Tongku Station, and that in their endeavours they are greatly assisted by the Customs authorities. I leave you for yourself to imagine how Taku, and the whole lower river would look in winter, if the bar was kept open during the winter, by a powerful ice-breaker, as the talk went during the lifetime of the late and justly laudable Mr. Tong King-sing; just consider Shanghai steamers going all the year round to the Tongku Station, and the latter connected by rail with Tientsin and Kaiting, as indeed it is already.

A CORRESPONDENT of the *Daily News* sends a few paragraphs, one, at least, of them being a venerable chestnut in a new skin. He says:—The following are in my own experience: I was once recommended whenever I required braces of any sort to go to the 'Home for the Indigent Blind.' One of the masters at the school my boy attended was giving a grammatical lesson, and explained the interjection as an exclamation that expressed the emotion of the mind. At the subsequent examination one pupil had written down that an exclamation is an exclamation that expresses an 'explosion in a mine.' A friend took an illiterate lady to see Holman Hunt's picture of 'The Dream of Pilate's Wife.' After gazing at it in silence for a time, she turned to her friend and said, 'Yes, it is a beautiful picture; but what's it got to do with a pilot's wife?'—Another correspondent writes:—Will this do for a malapropism, not in my own experience? A lady expected a bishop to see her, and told the servants that he must be addressed as 'My Lord.' The bishop came, met a third housemaid on the stairs, and enquired of her who posted the letters. Her frightened answer was, 'The Lord, my boy.' Says another correspondent:—Some years ago at a public meeting in town in Derbyshire the wealthiest millowner in the district took the chair, and, being asked his final opinion, replied, 'There is a deal, gentlemen, to be said about both, erim and can.' A third writes:—A friend of mine, a country doctor, was away for some time, and the Home Government seem averse enough to leave the islanders to perish rather than spend a shilling. The distress in Trinidad is, judging from advice, awful.

It is now some years since we heard of a case of a man being nearly frozen to death by getting accidentally locked up in the refrigerating room on board one of the British steamers. Queen's Roads, and the British Line steamer *Lancaster* en route to Rangoon, a similar accident occurred, with fatal results. In this case, as in the previous one referred to, the occurrence took place in the Red Sea, but in the present case the man in charge of the refrigerator was frozen to death within four hours. The man, it is believed, entered the room for something or another, and the open doorway was closed by an unconscious passer-by, he was in the refrigerating room for four hours. When the door was eventually opened he was found quite stiff; resuscitators were tried but without avail. Madras Times.

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The *Western Mail* gives the following as a genuine essay of a boy in a Cardiff Board school:—King Henry 8 was the greatest monarch that ever lived. He was born at Amb. Ponting in the year 1491. He had 510 wives and 12 children. The 1st was beheaded and afterwards executed. The 2nd was ravished. She was executed. But she said the word 'God's' was found on her death. The greatest man in this reign was Lord Sir Bartol. Wolsey. He was born at the age of fifteen unmarried. Henry 8 was succeeded on the throne by his great grand-mother, the beautiful and accomplished Mary Queen of Scots, sometimes known as the Lady of the Lake, or the Lady of the Last Affliction.

Both boats were well steered. A large party of members witnessed the race from the Starer's launch.

PRESENTATION OF PRIZES—SPEECH BY LADY ROBINSON.

The prizes were presented to the successful competitors this afternoon in the Gymnasium of the V.R.C., which had been decorated with flags for the occasion. There was a large attendance of ladies and gentlemen, including His Excellency Sir William Robinson; His Excellency Major-General Barker; Mr. Barker, and Miss Barker; Colonel Mallor, R.E.; Hon. J. H. Stewart Lockhart and Mrs. Stewart Lockhart; Mrs. Mulcahy; Lieut.-Col. Ravenhill; Mr. and Mrs. Kranmer; Mr. Sulter, R.A.; Mr. and Mrs. Caesar Hawkins, &c.

The prizes were presented by Lady Robinson, the competitors being decorated as follows:—The first prize was a silver cup for the *Feijo* (the *Revenue* cruiser) mounting a buoy near the wreck of the *Feijo*, which was sunk six months ago. The forecastle of the *Feijo* was cut away by a sea lion, and the main-mast has since been removed by a party of natives unknown.

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Both boats were well steered. A large party of members witnessed the race from the Starer's launch.

That the first O'Brien onslaught was looked upon at the first blush as a piece of parliamentary fireworks, albeit of a somewhat unparliamentary and injurious character.

That the criticism passed upon the first Irish broadside fell upon Mr. O'Brien only—by the way, he called it a 'small sum that is former years.'

The annual report has been completed for the year and have worked satisfactorily.

Theatre, St. Andrew's Hall and Bell Room.—Considerable alterations in the Stage and in the Gas fittings have been carried out, while the Seats in the Theatre have been rearranged and renamed. A portion of the expense in connection with the alterations was defrayed by the Amateur Dramatic Club, and as far as possible their wishes have been consulted.

That His Excellency either lacks strength

or restraint, his Colonial Secretary, or he omitted to take his fair share in the annual mode of fighting.

That the Governor dann-t-allegorically evades

some of the effects of such irregular

warfare, is as clear as day.

That the relations between official and re-

sident are strained.

That the Governor is aiming at his own

reputation.

That the golf between the officials and the

residents need not be widened.

That the Governor has been compelled to

relinquish his post.

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RACING IN AUSTRALIA.

Nationalistic, moral and immoral impulses, ability to perform in matters of strength and dexterity, all seem to be excited under the genial radiance of the Austral sun; in many respects Australia is more English than England. She has already instructed her mother in the arts of rowing and yachting, and if she has not yet won the 'Derby', it is the confirmed opinion of all her sons that the distance by sea, rather than any superiority of horseflesh, has withheld this triumph from the Antipodes. Australia is, *par excellence*, the country of the horse. The most eligible climate, which suits the out-door life of horsemen, and the comparatively unsheltered condition of the country, which necessitates long journeys over deserts impracticable for wheeled vehicles, unite with natural predisposition to bring the Australian into close dependence upon his horse. Ridiculous, whether fortuitous or pleasure, is more general in Australia than in any other country, and as a natural result the passion of racing is the strongest passion in the heart of the people.

The devotion of the Australian people to out-door enjoyment gives to the sporting the peculiar social character which in other countries is held by balls and opera. Tailors advertise their skilled specialities for the 'Cup', and dressmakers and milliners exhort their greatest ingenuity in devising new gowns and bonnets for the same all-important event. The newspapers on the following day, the race, contain columns of observations by their fashion reporters, and costumes are described as augmented upon as voluminously as on the occasion of a state ball at Government House. The result is that the 'Law' at Flemington on 'Cup' day presents the most elaborate display of fashion that can be seen in Australia, and as Colonial women are noted for the richness of their attire, the general effect is brilliant and fascinating in the extreme.

No one who has not visited Australia can have any conception of the interest which attaches to such a race as the Melbourne 'Cup', which, with its sweepstakes from one hundred and forty-nine entries that were made in 1890, a trophy of £150 value, and its added money of £10,000, amounting altogether to £19,000, is the most important money contest in the world. On the day of its occurrence all business is suspended by a mutual agreement throughout Victoria, the banks and Government offices are all closed, and by twelve o'clock the streets of Melbourne are as silent and deserted as if the city were stricken with a plague. For a week before the event the racing train from Sydney, to the number of seven or eight in a day, and all the intercolonial and mail steamers from that city and Adelaide, are taxed to their utmost capacity, and the accommodations of Melbourne, as well as of all the neighbouring towns, are taken up by the immense concourse of visitors. The facilities for reaching Flemington are so good, however, and the course itself so spacious, that, even at the great race of the Colonial Year, when more than one hundred and forty thousand persons were on the ground, one saw the event with perfect comfort, and was transported to and from the course without five minutes' waiting at either end of the line. The admirable temper and society of the great assembly is largely responsible for such a result.

During the four days' meeting of 1888 only forty races were made on the grounds, and none of these were for serious offences. The crowd at an Australian racing-meeting is often rough in appearance, but its exteriorliness and good nature can hardly be excelled.

Motion of Australian racing would be incomplete without allusion to its inseparable concomitant of betting. The nature, saliency and extent of this practice are absolutely paralyzing to the visitor, to whom the spectacle of women openly negotiating with bookmakers in the betting-ring, and children of tender years investing in association with their parents and guardians can never wholly be familiar. Men and women of the highest social standing do not hesitate to stake their money, how to proclaim their gains or losses afterward, and it is difficult to find, even among one's acquaintances in leading commercial and professional circles, one who is not peculiarly interested in nearly every race that is run. The general prosperity of the people, and the easy methods of life, are undoubtedly responsible for this condition of things, and it is worthy of remark that, while embezzlements and defalcations are a result of stous speculation and are unknown in Australia, gambling upon the turf seems generally restricted by the extent of individual ability to bet.

Although it is impossible to estimate accurately the amount of money bet, and won on such a race as that the 'Cup', it is evidently enormous. Speculation upon the event begins a month in advance, and is kept up until the closing of the goes announced that the horses have left the starting-post.

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To DARKEN GREY HAIR.—Lockyer's Sulphur Hair is the quietest, best, safest; costs less, effects more than any other. The colour produced is most natural. Lockyer's Sulphur is the only English Hair Restorer universally sold.

A SHIP OF THE FUTURE.—123
KNOW AN HOUR.

The Odessa correspondent of the *London Herald* writes:—There is another latter-day Russian scientific achievement, enough to arrest one's breath. You probably remember having heard, about two years ago, something of a certain Lieutenant Apostolov, of the Imperial navy, who went to Marennin to perfect a new marine invention of his which was to revolutionize our modern system of marine locomotion. I am under the impression that Apostolov's supermundane ideas were exploded; but not a bit of it. Three days ago this ingenious man gave in this city an exposition of his wonderful models, within closed doors, to Admiral Van der Fluit, Baron Bistrom, Captain Porechenski, and a number of naval big-wigs in the direction of the Russian company's office. What the impression made upon these gentlemen was I cannot say. From what I learned, privately, however, and my informant is extremely mixed, he appears as the chief point of principle of the dissertation to be his latest; it appears that Apostolov's new ship has neither screw propellers; there is some sort of a revolving electrical gear right around the ship's hull under the water-line, some kind of a revolving mechanism which will propel the boat from Liverpool to New York in twenty-eight hours. Here is the minimum of naval construction! But Apostolov is still more obliging in his method. Some people might object to the discomfort of being run and ripped through the Atlantic rollers at the rate of 123 knot an hour; no instead of this supernatural locomotion he offers them the alternative locomotion of a submarine passage, without rock or roll or vibration, and with a good supply of oxygen and hydrogen during the short submersive passage.

SINGULAR BUT TRUE.

It is singular, seeing how much depends on good health, that a little more pain is not taken to impress on the public the simple rules for its preservation. Thus, here brain is the chief cause of typhoid fever, which kills 40,000 people in England yearly. Small and less expensive engorged consumption and loss of vitality unless well ventilated, are only in the day-line, but at night. An ill-ventilated bedroom is a frequent cause of stomach-ache. Children are especially subject to badly-ventilated bedrooms, and the child can easily catch it when the poor look so sickly. Why children are the poor look so sickly. It is not that people have a right to be filthy, but that they have, unless they are active among their neighbours. For that sake and danger to their neighbours. For that reason there is greater logic in protecting a dirty than a drunken man. When disease heralds its approach by such signs as a disposition, headache, neuralgia, tooth-aching limbs and other such symptoms, a course of water, or eight in a day, and all the intercolonial and mail steamers from that city and Adelaide, are taxed to their utmost capacity, and the accommodations of Melbourne, as well as of all the neighbouring towns, are taken up by the immense concourse of visitors. The facilities for reaching Flemington are so good, however, and the course itself so spacious, that, even at the great race of the Colonial Year, when more than one hundred and forty thousand persons were on the ground, one saw the event with perfect comfort, and was transported to and from the course without five minutes' waiting at either end of the line. The admirable temper and society of the great assembly is largely responsible for such a result.

During the four days' meeting of 1888 only forty races were made on the grounds, and none of these were for serious offences. The crowd at an Australian racing-meeting is often rough in appearance, but its exteriorliness and good nature can hardly be excelled.

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ON WEDNESDAY, the 23rd December, 1892, at Noon, the Company's Steamship *SALAZIE*, Commandant PAUL, with PASSENGERS, SPICE, and CARGO, will leave that Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

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PROPOSED SAILINGS FROM HONGKONG, DEC. 21.

(SUBJECT TO ALTERATION.)

Empress of Japan | Wednesday | Dec. 23/92

Empress of China | Thursday | January 25/93

Tacoma | Thursday | February 23/93

A. STEAMER | Thursday | March 23/93

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

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